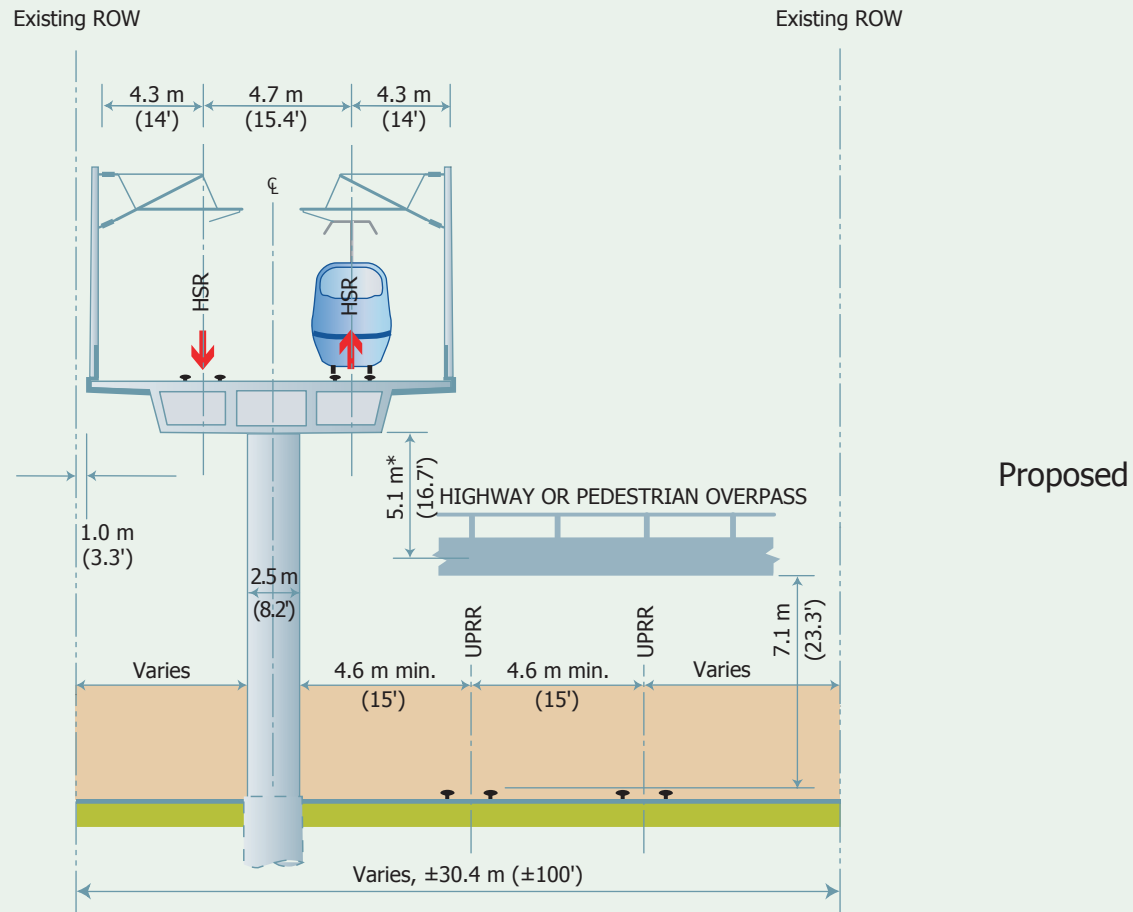


Note:
HSR may be on either side of railroad ROW

California High-Speed Train Program EIR/EIS

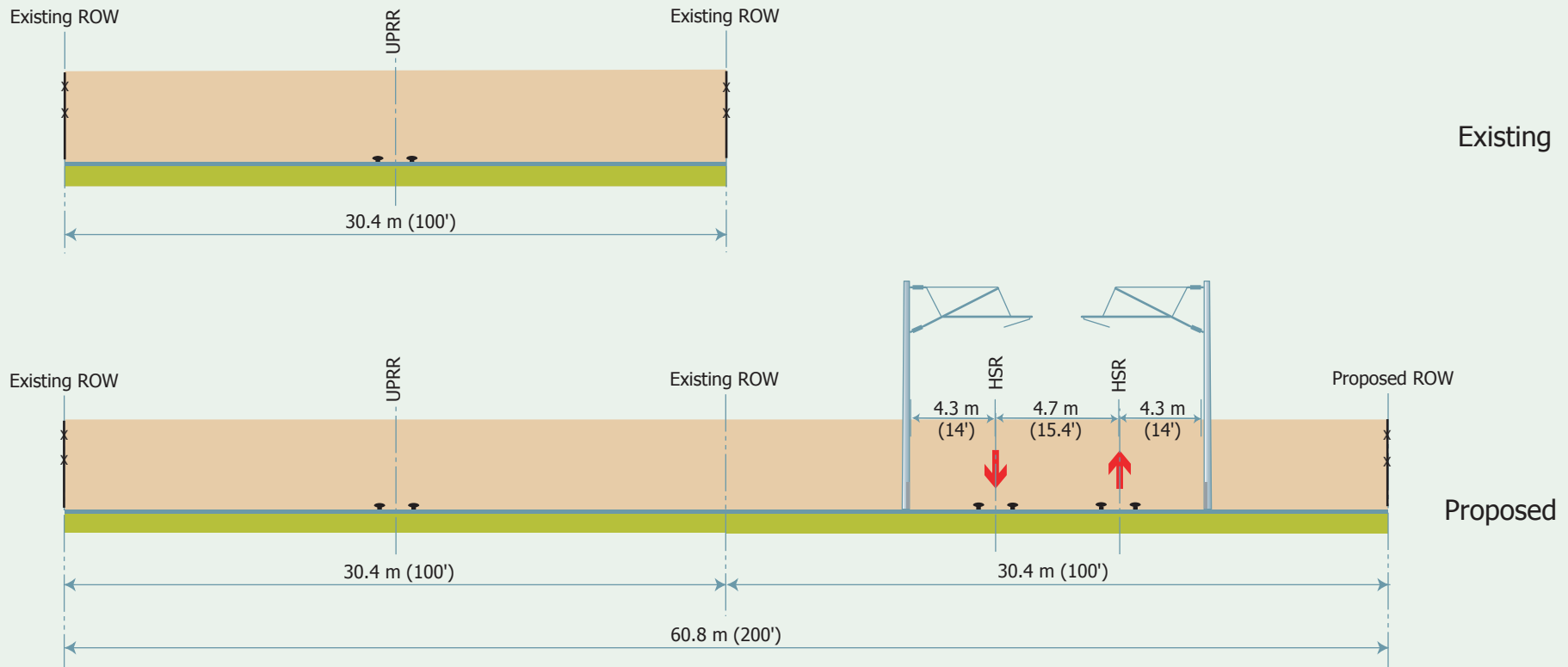
**Typical At-Grade Mainline Section – Within Existing Railroad ROW
Sacramento to Bakersfield Regional Corridor
UPRR Alignment**



***Note:**
3.1 m (10') min. clearance for pedestrian facilities

California High-Speed Train Program EIR/EIS

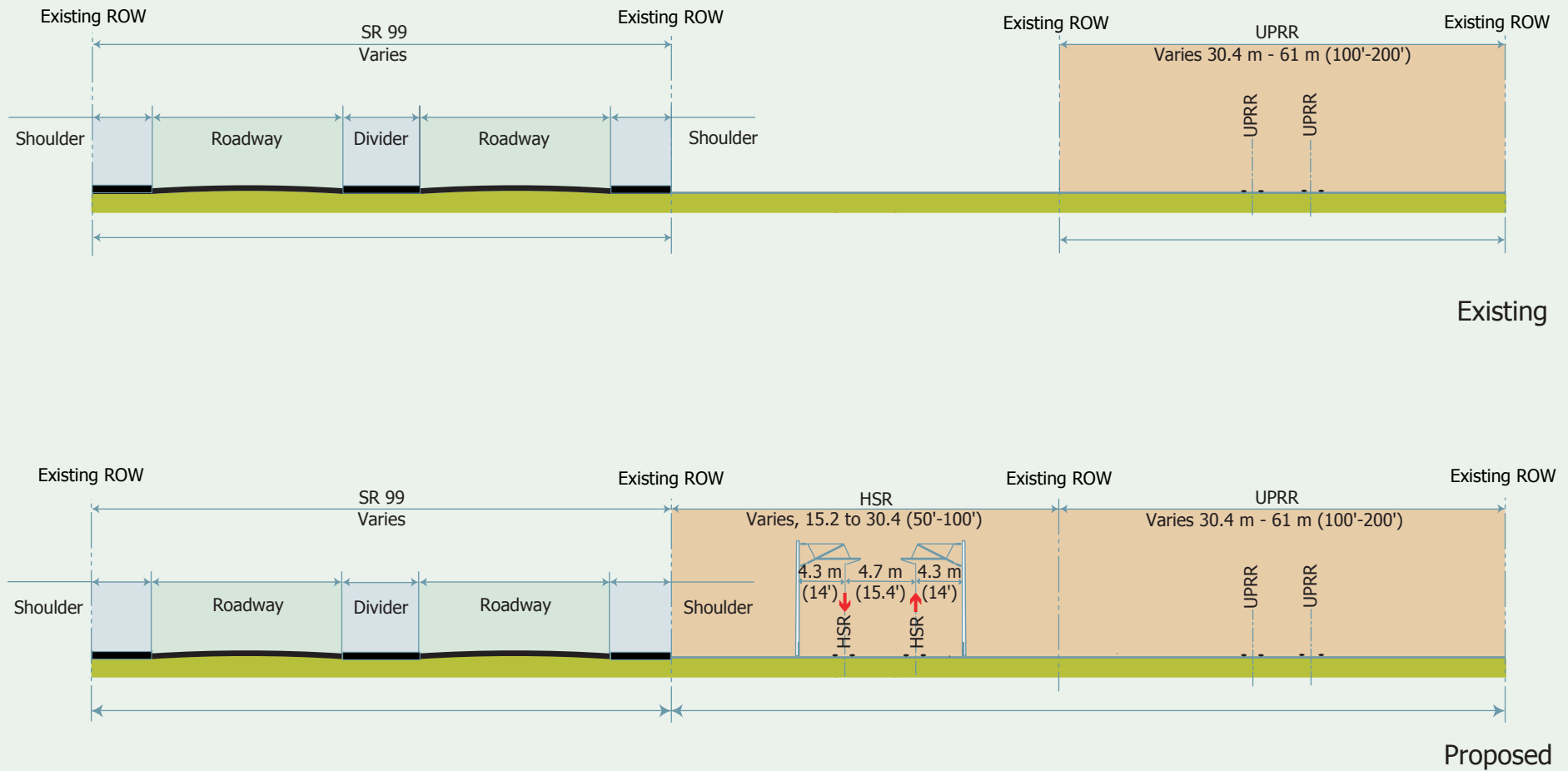
**Mainline Section - Typical Aerial Flyover Over RR & Freeway
Sacramento to Bakersfield Regional Corridor
UPRR Alignment**



Note: May occur at either side of railroad ROW

California High-Speed Train Program EIR/EIS

**Typical Mainline Section - Adjacent to Existing Railroad
Sacramento to Bakersfield Regional Corridor
UPRR Alignment**



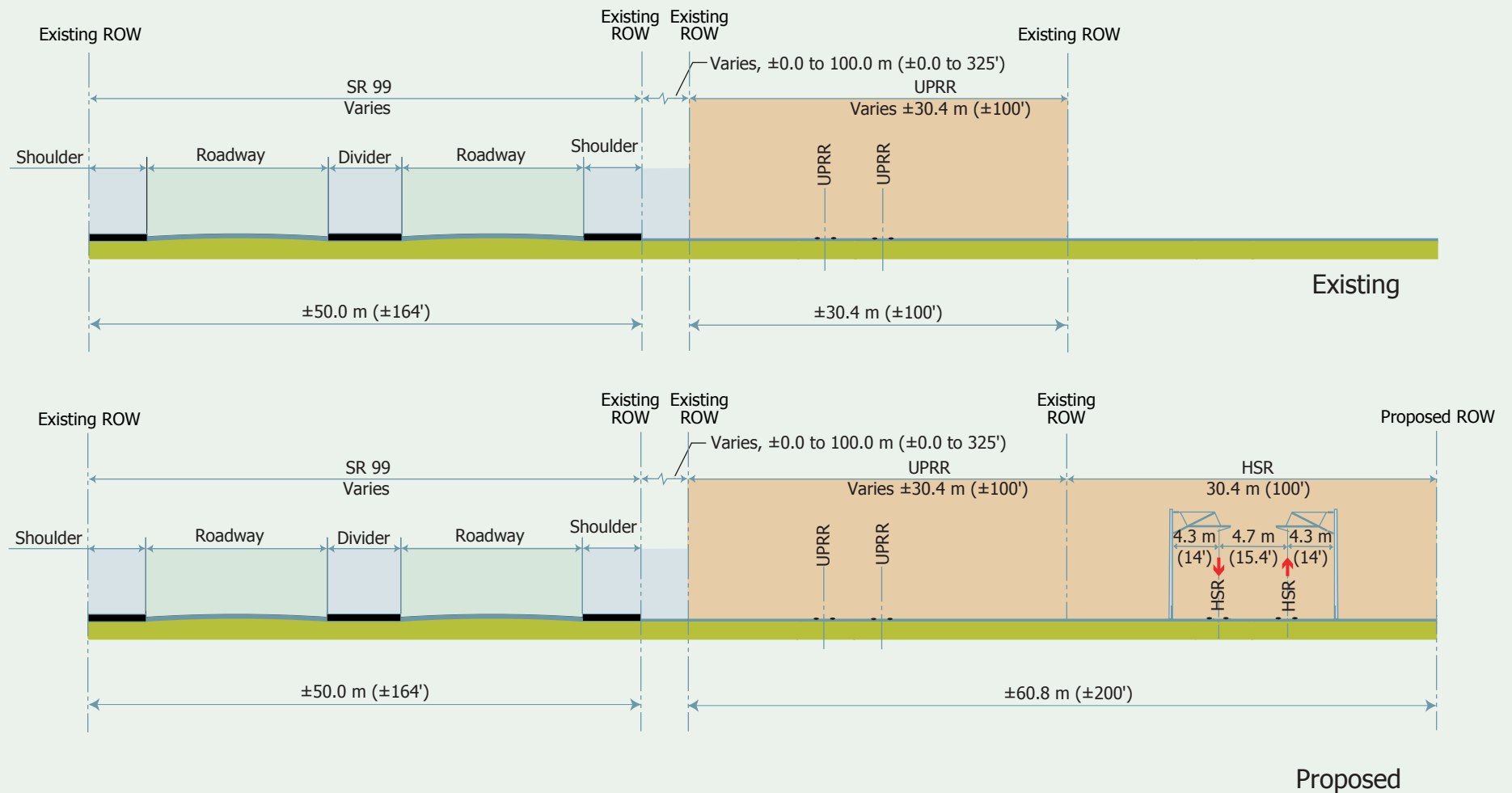
***Notes:**

1. Section may also be reversed
2. Where 15.2m (50') not available between Existing Highway ROW and Existing Railroad ROW, HSR will be located at outside of Existing Highway ROW.

California High-Speed Train Program EIR/EIS

**Typical Mainline Section - Adjacent to SR-99
Sacramento to Bakersfield Regional Corridor
UPRR Alignment**

Figure B.6



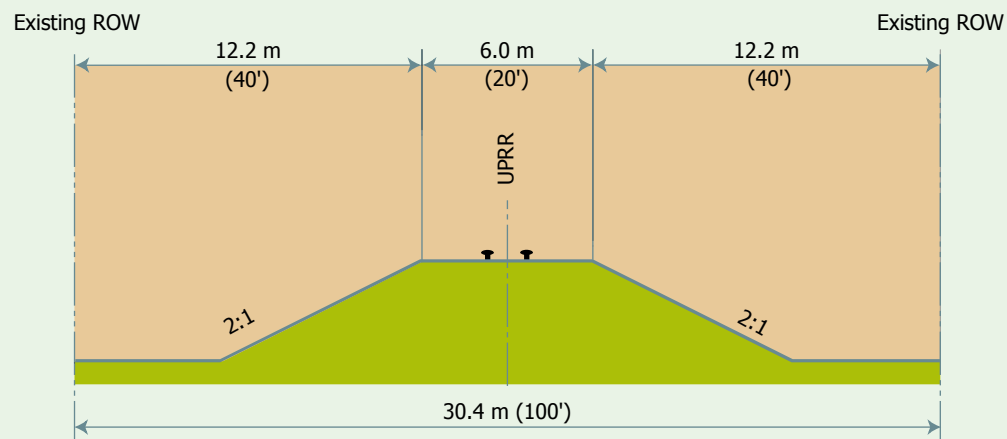
Notes:

1. HSR and UPRR may be on either west or east side of existing ROW
2. UPRR may be realigned to outside of HSR to insure industry access

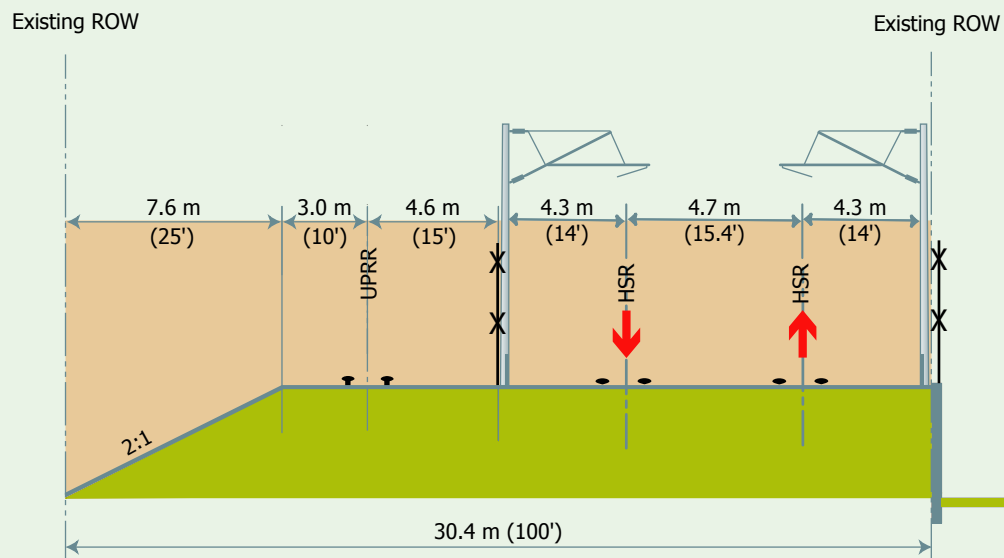
California High-Speed Train Program EIR/EIS

**Typical At-Grade Mainline Section Adjacent to SR-99
Sacramento to Bakersfield Regional Corridor
UPRR Alignment**

Figure B.7



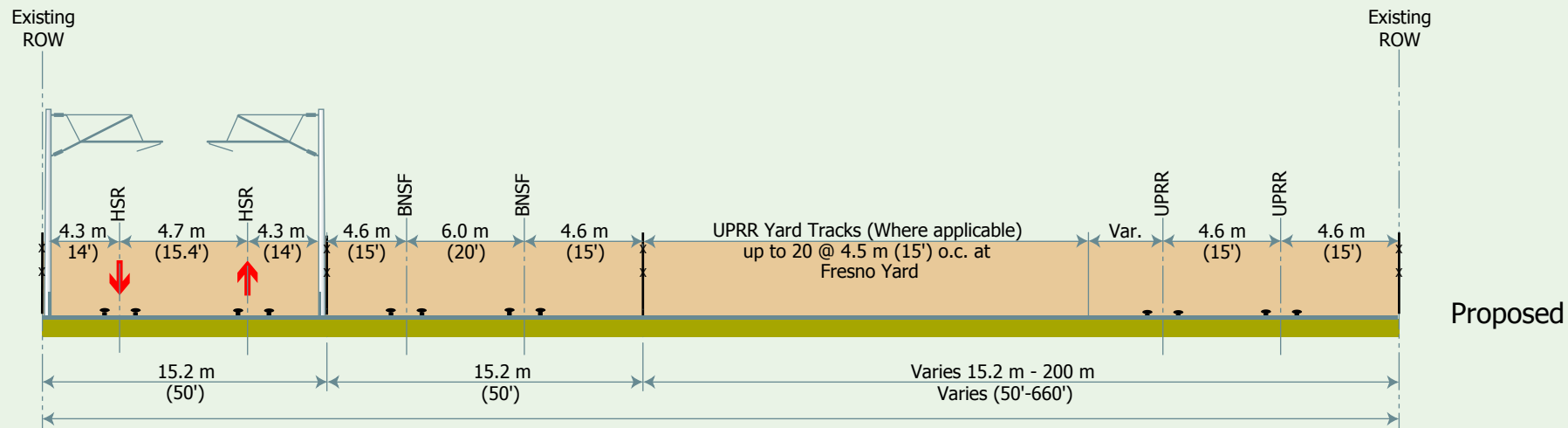
Existing



Proposed

California High-Speed Train Program EIR/EIS

**Typical Embankment Mainline Section – Adjacent to Existing UPRR
Sacramento to Bakersfield Regional Corridor
UPRR Alignment**

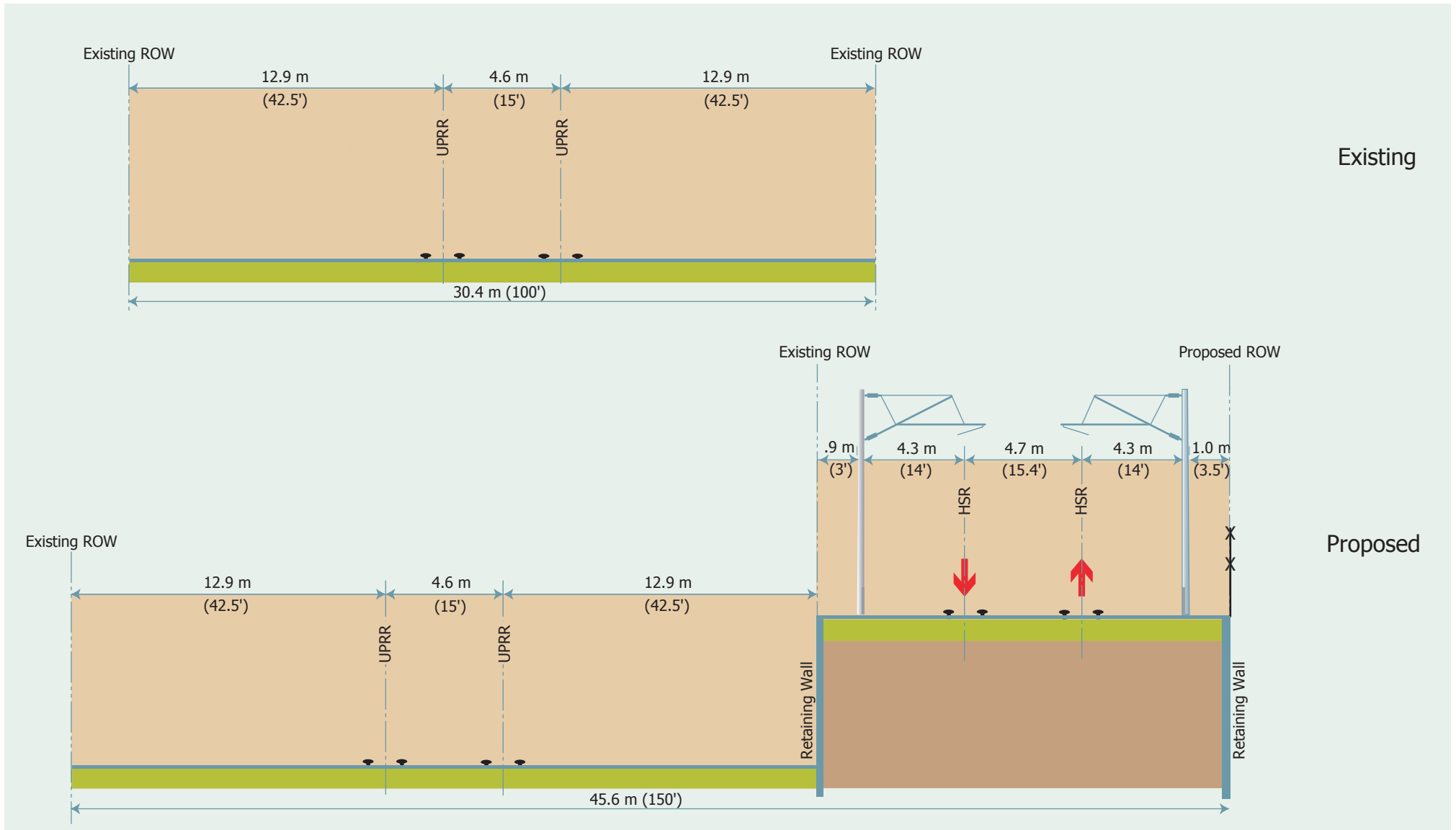


Note:
HSR Corridor may be on either side of section

California High-Speed Train Program EIR/EIS

**Typical At-Grade Mainline Section Fresno Rail Consolidation
Sacramento to Bakersfield Regional Corridor
UPRR Alignment**

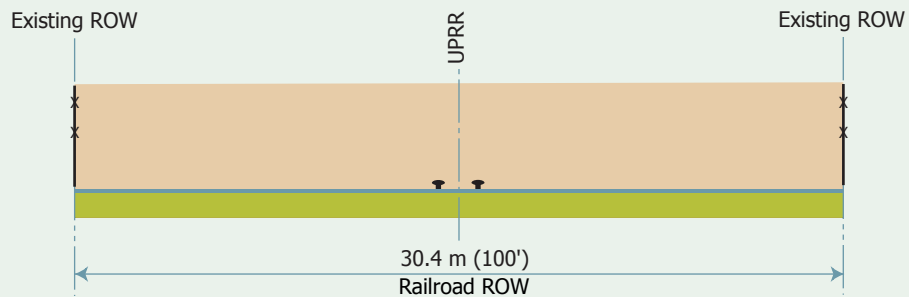
Figure B.9



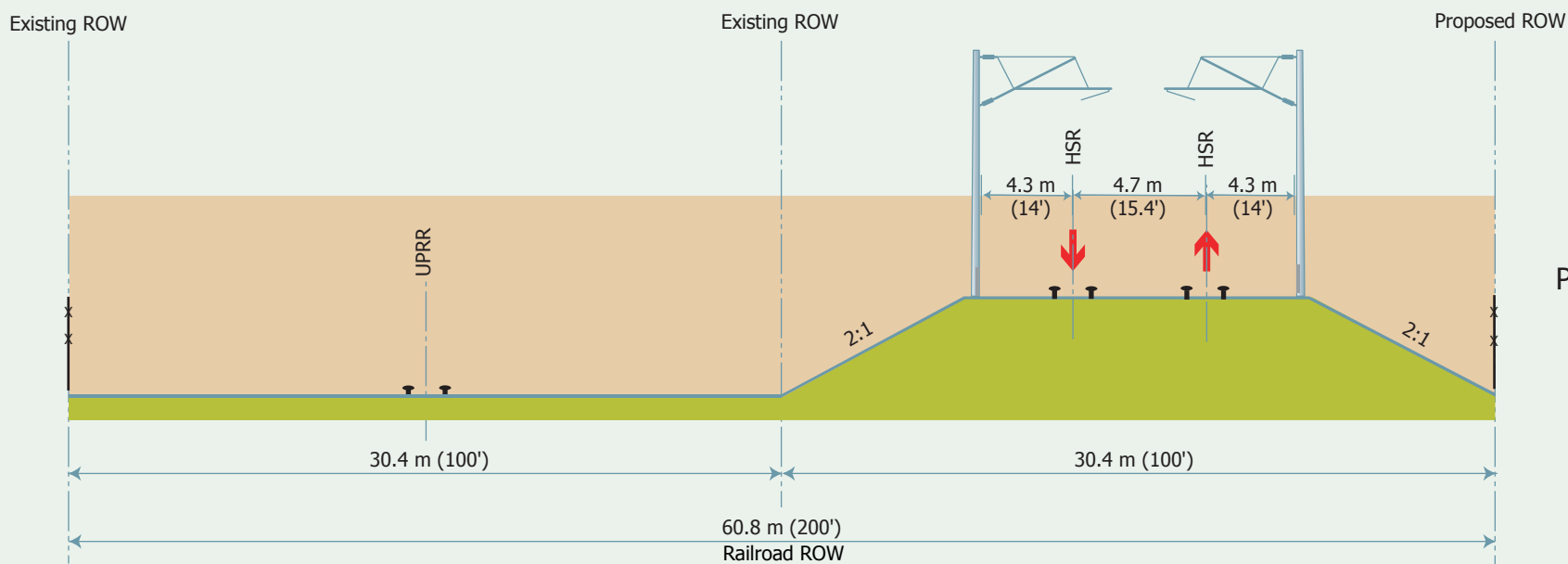
Note: May occur at either side of railroad ROW

California High-Speed Train Program EIR/EIS

**Typical Bridge Approach - Retained Fill
Sacramento to Bakersfield Regional Corridor
UPRR Alignment**



Existing



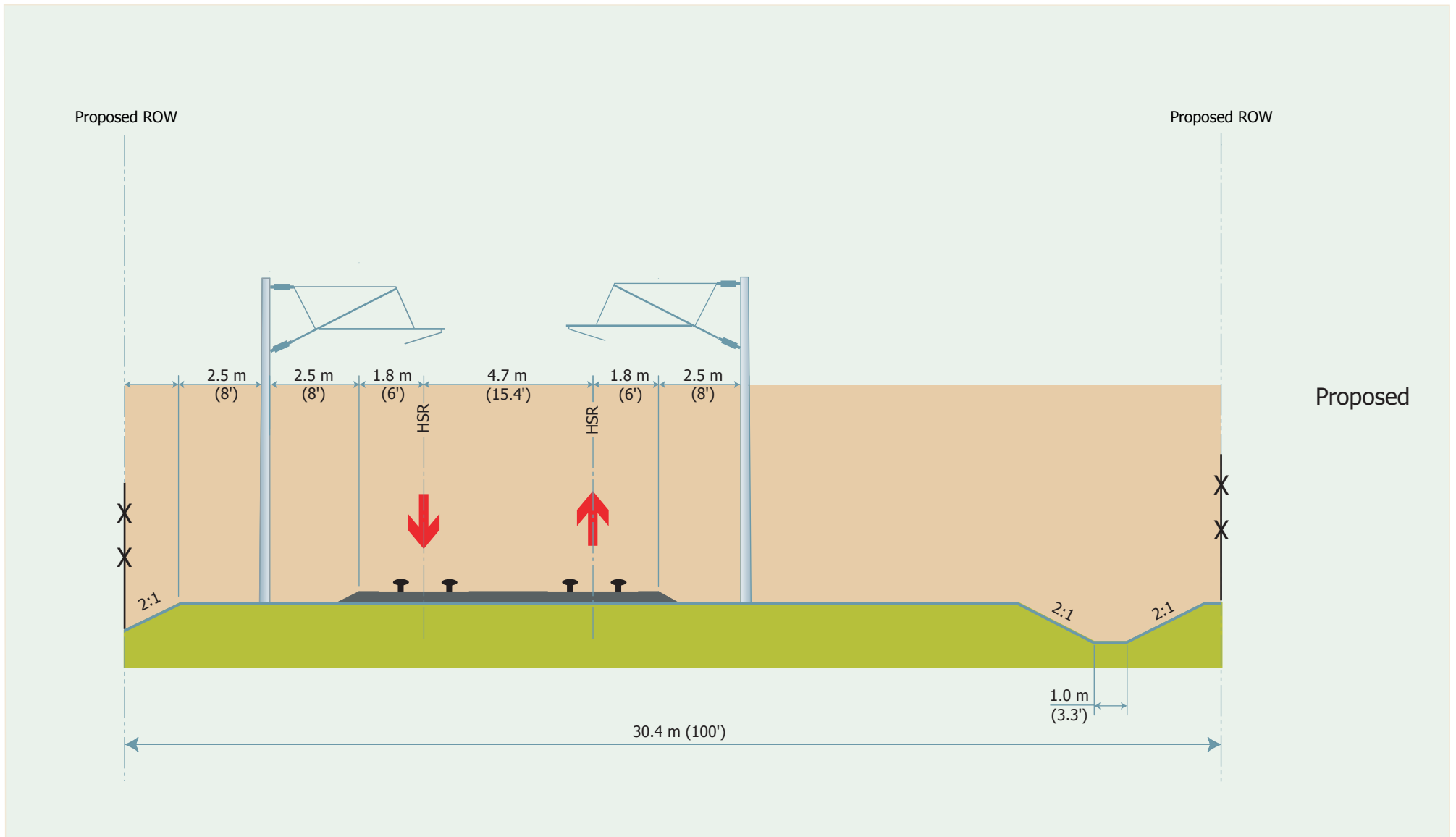
Proposed

Note: May occur at either side of railroad ROW

California High-Speed Train Program EIR/EIS

**Typical Bridge Approach - Embankment
Sacramento to Bakersfield Regional Corridor
UPRR Alignment**

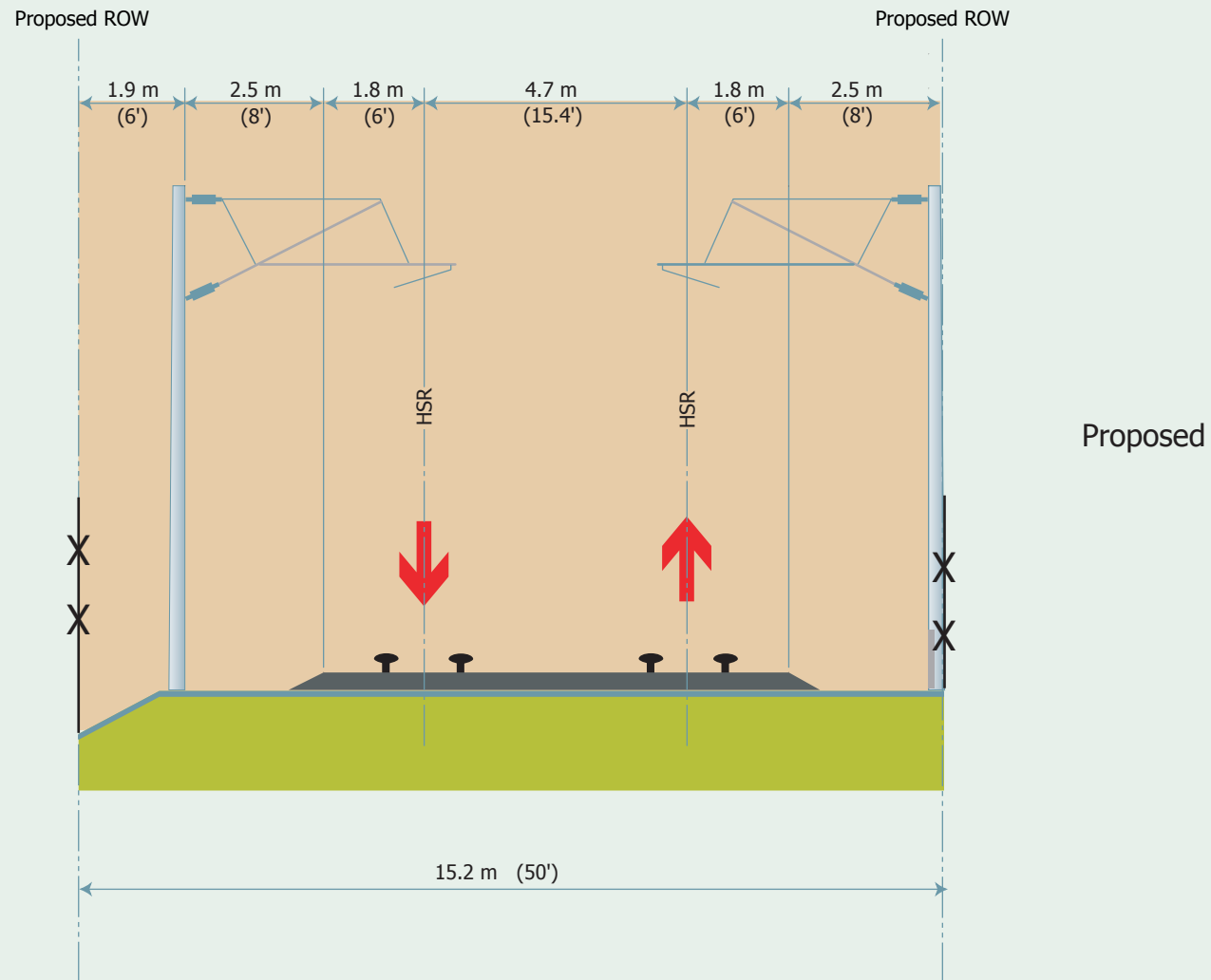
Figure B.11



California High-Speed Train Program EIR/EIS

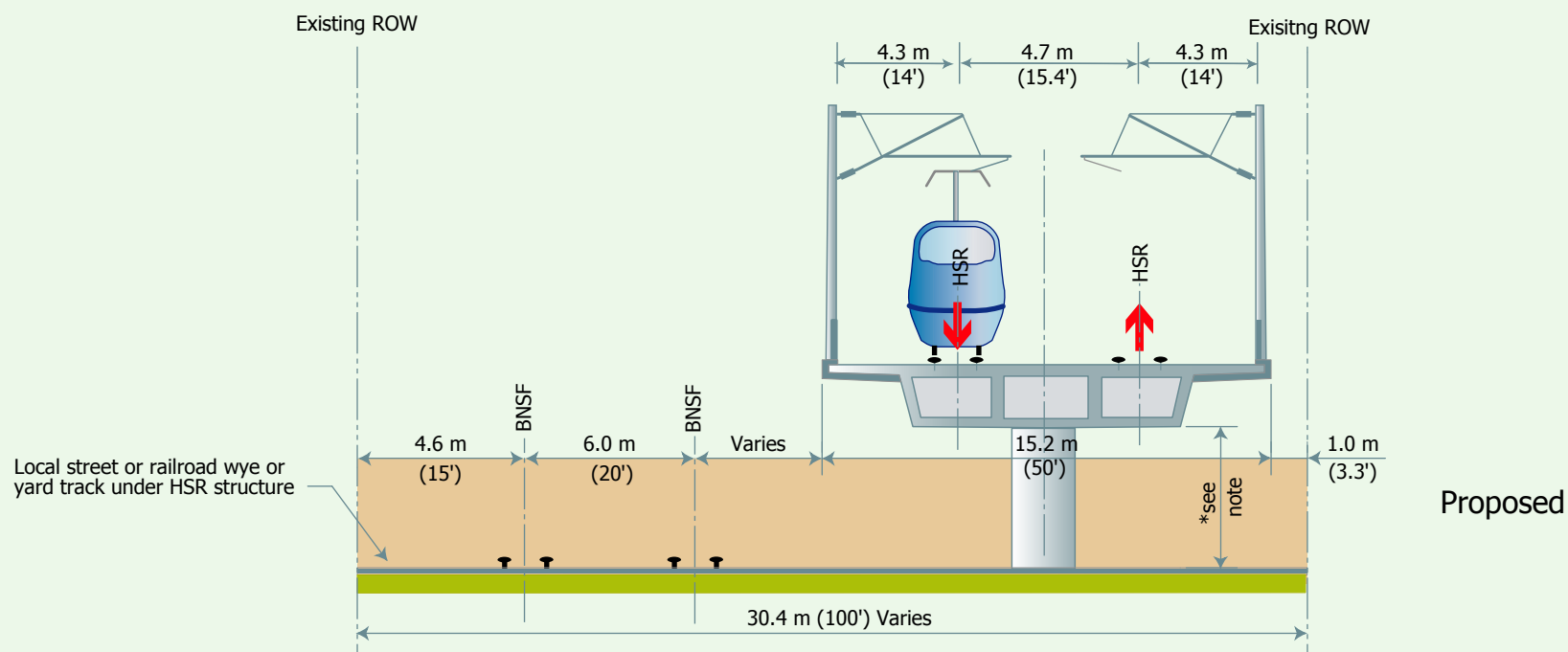
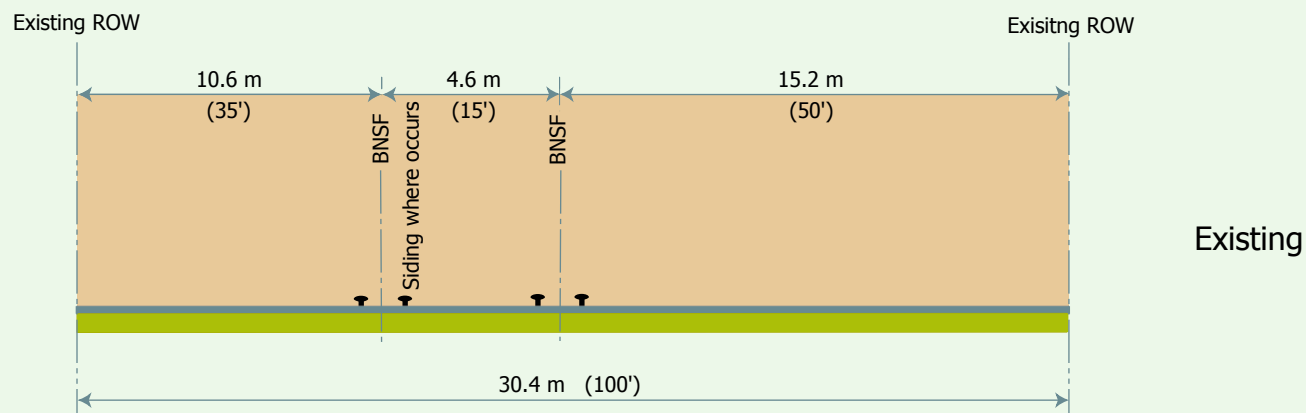
**Typical At-Grade Mainline Section On New Alignment
Sacramento to Bakersfield Regional Corridor
CCT/BNSF Alignment**

Figure B.12



California High-Speed Train Program EIR/EIS

Typical At-Grade Mainline Section On New Alignment (Constrained)
Sacramento to Bakersfield Regional Corridor
CCT/BNSF Alignment



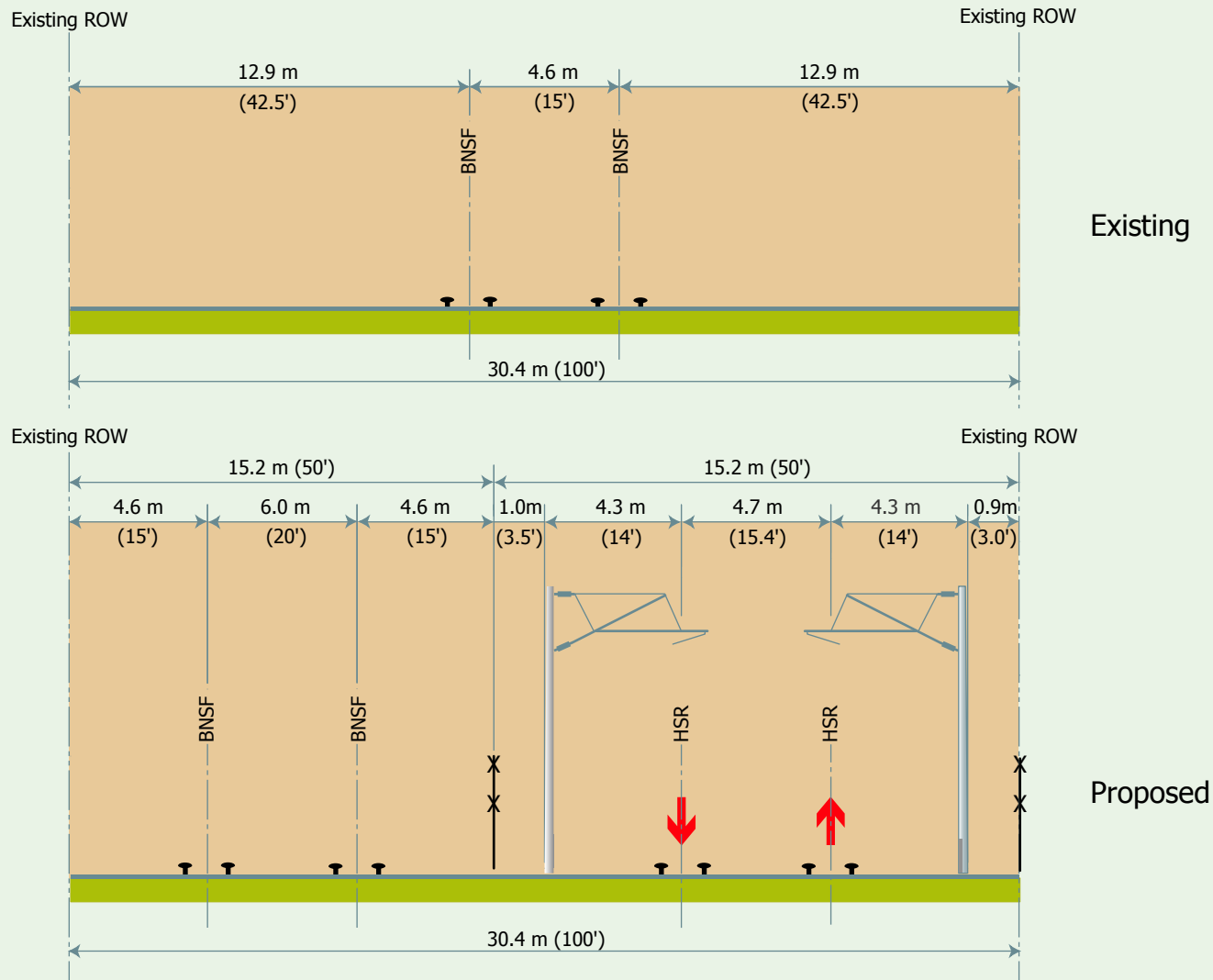
***Note:**

Minimum clearance under HSR aerial structure:

- ☐ - 5.1 m (16.7') above roadway surface
- ☐ - 7.1 m (23.3') above top of rail

California High-Speed Train Program EIR/EIS

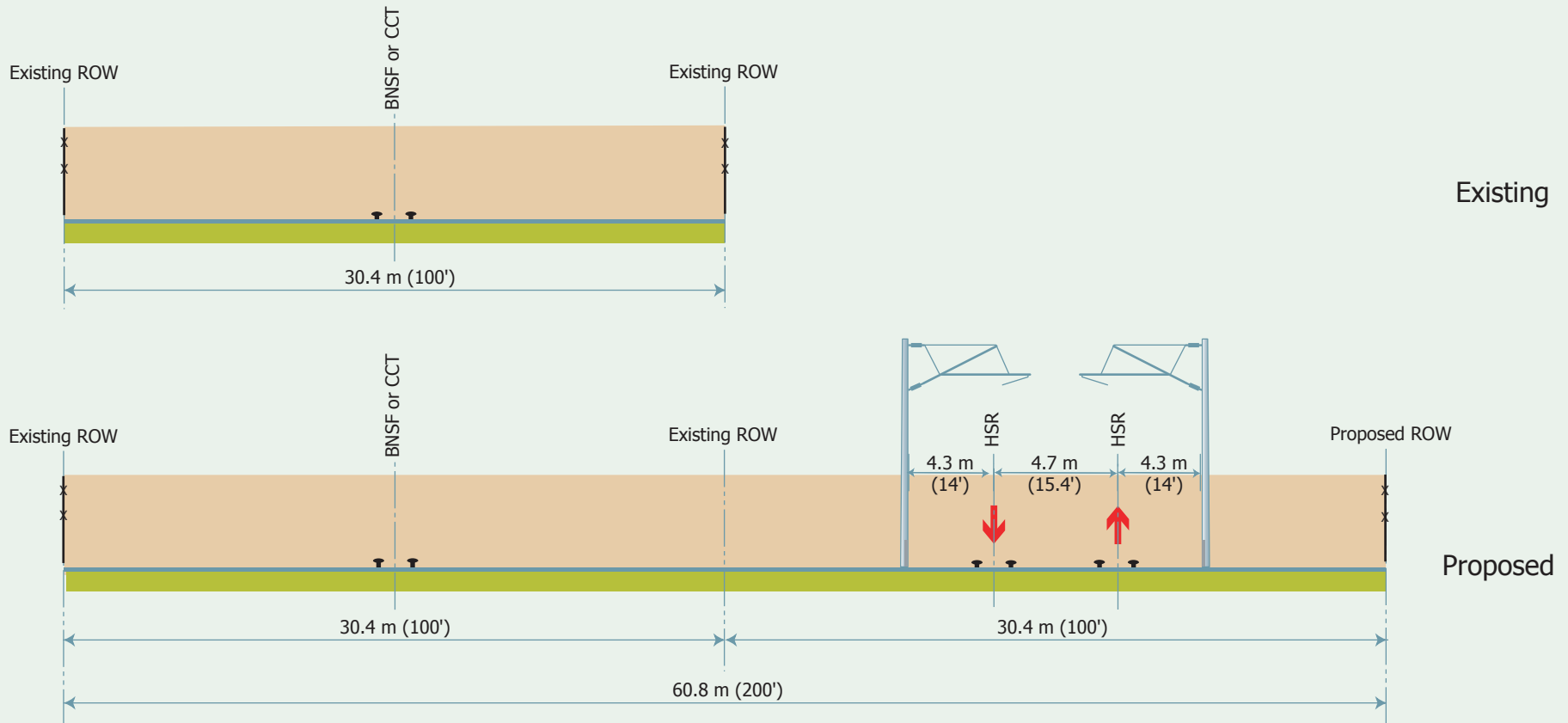
**Typical Aerial Mainline Section – Flyover Highway or Railroad
Sacramento to Bakersfield Regional Corridor
CCT/BNSF Alignment**



Note:
 HSR may be on either side of railroad ROW

**Typical At-Grade Mainline Section – Within Existing Railroad ROW
 Sacramento to Bakersfield Regional Corridor
 CCT/BNSF Alignment**

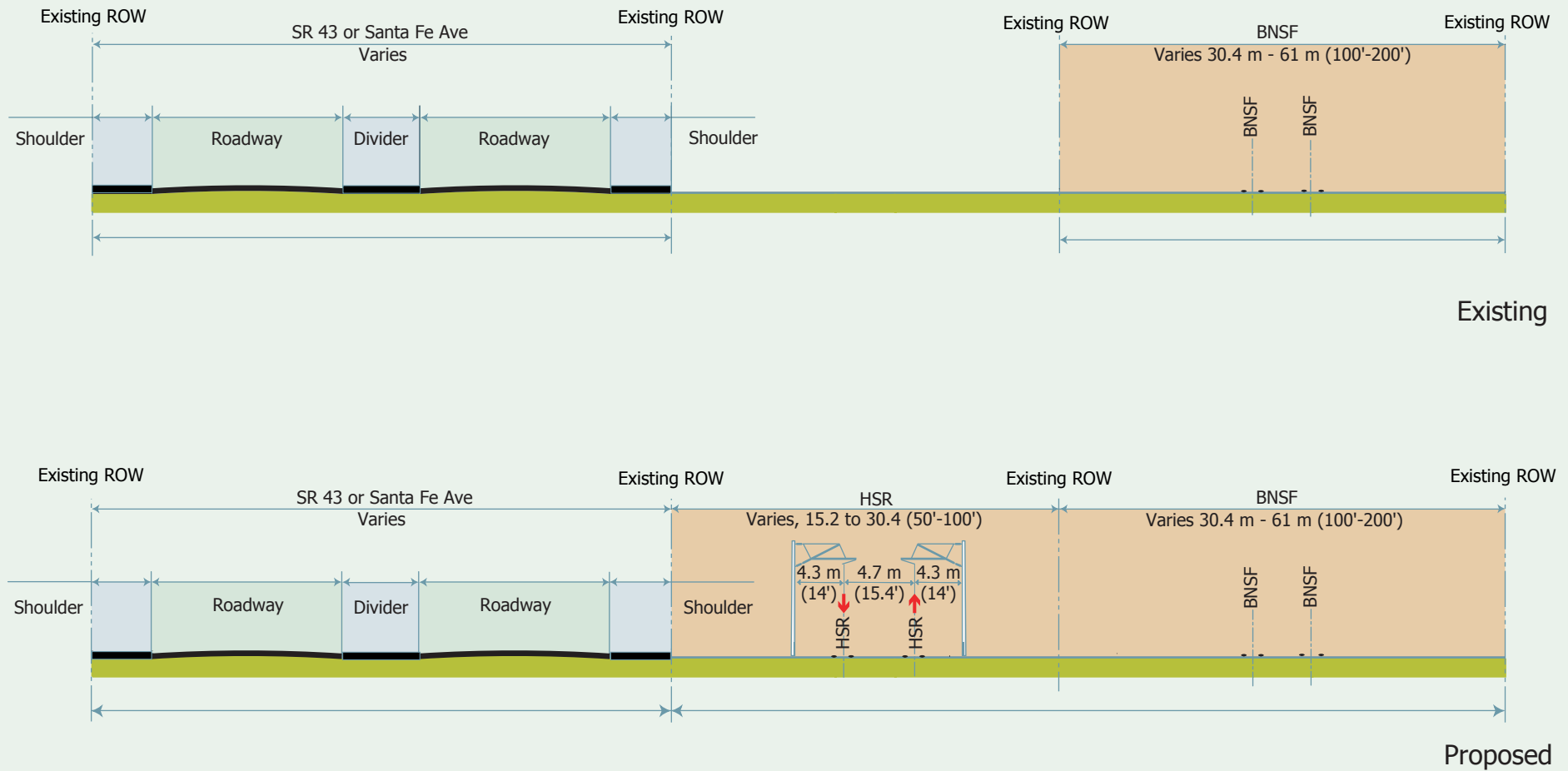
Figure B.15



Note: May occur at either side of railroad ROW

California High-Speed Train Program EIR/EIS

**Typical Mainline Section - Adjacent to Existing Railroad
Sacramento to Bakersfield Regional Corridor
CCT/BNSF Alignment**

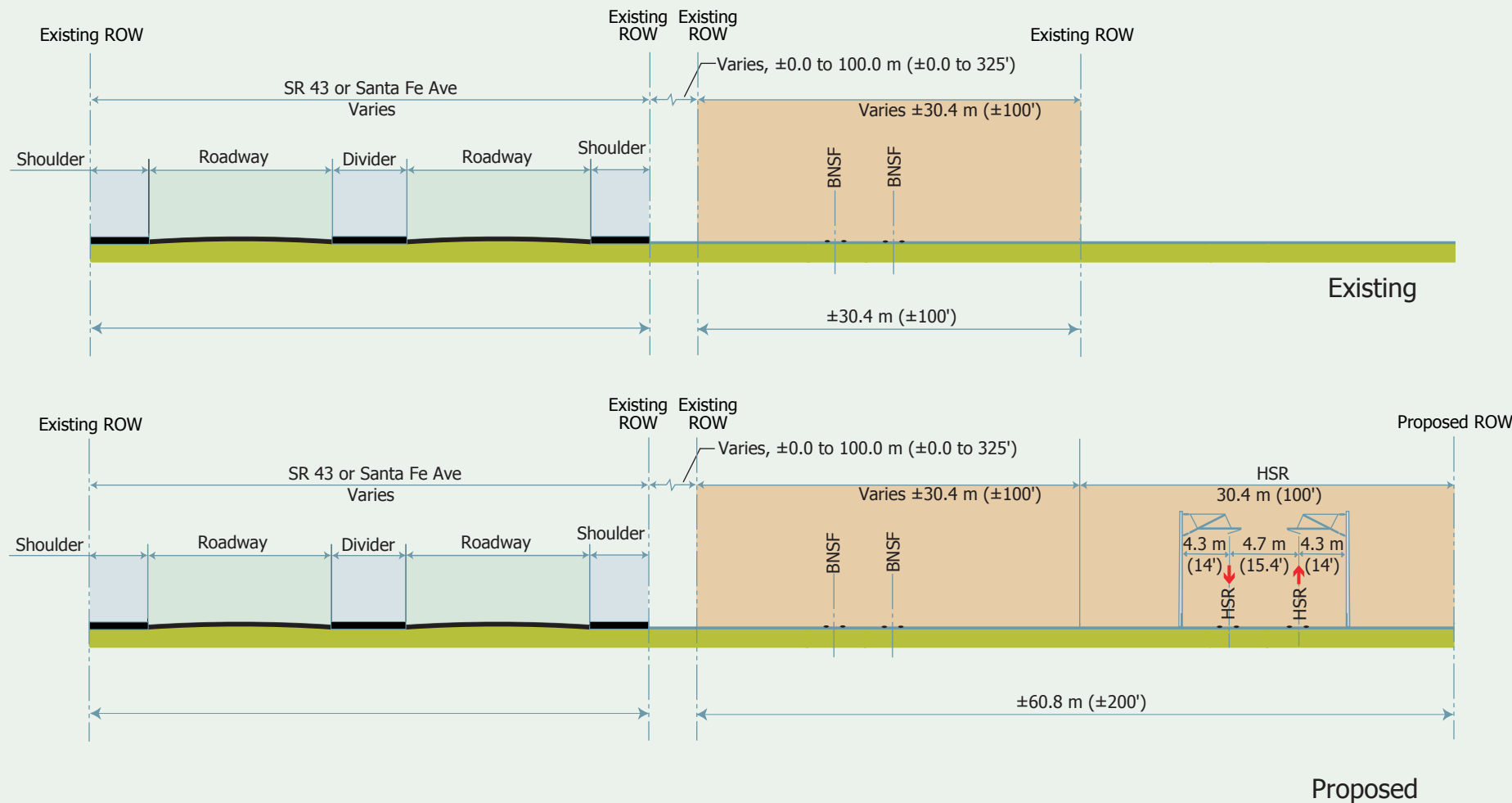


***Notes:**

1. Section may also be reversed
2. Where 15.2m (50') not available between Existing Highway ROW and Existing Railroad ROW, HSR will be located at outside of Existing Highway ROW.

California High-Speed Train Program EIR/EIS

**Typical Mainline Section -Adjacent to SR-43
Sacramento to Bakersfield Regional Corridor
CCT/BNSF Alignment**



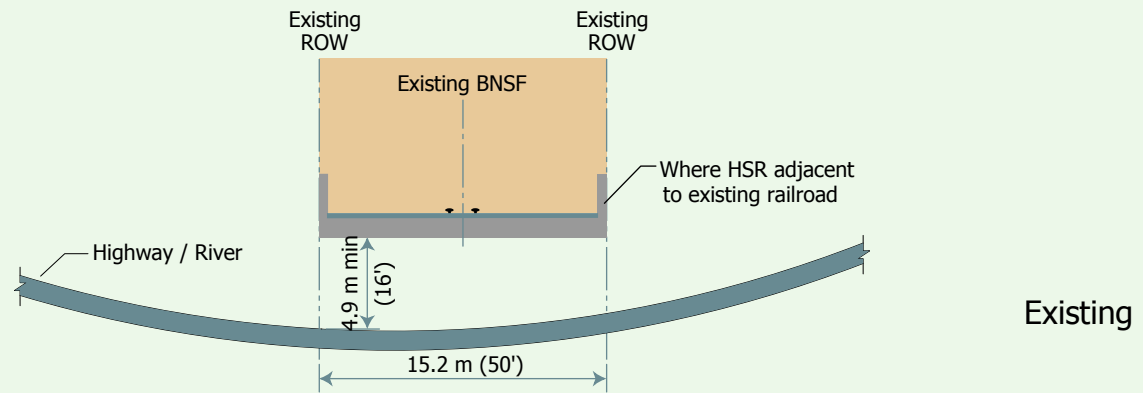
Notes:

1. HSR and UPRR may be on either west or east side of existing ROW
2. UPRR may be realigned to outside of HSR to insure industry access

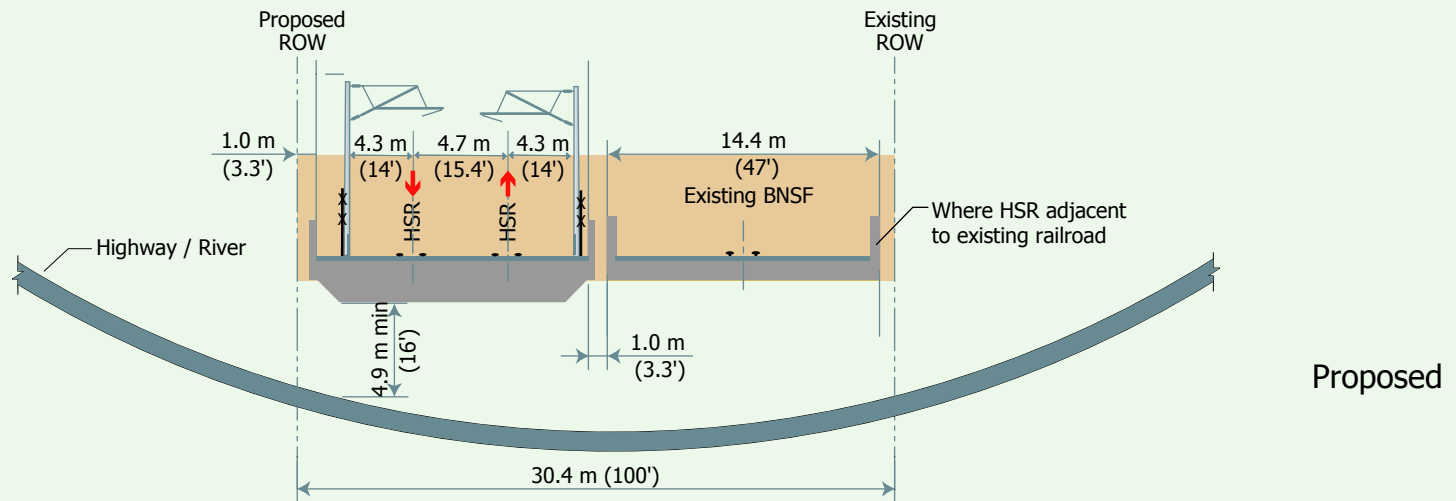
California High-Speed Train Program EIR/EIS

**Typical At-Grade Mainline Section Adjacent to SR-99
Sacramento to Bakersfield Regional Corridor
CCT/BNSF Alignment**

Figure B.18



Existing

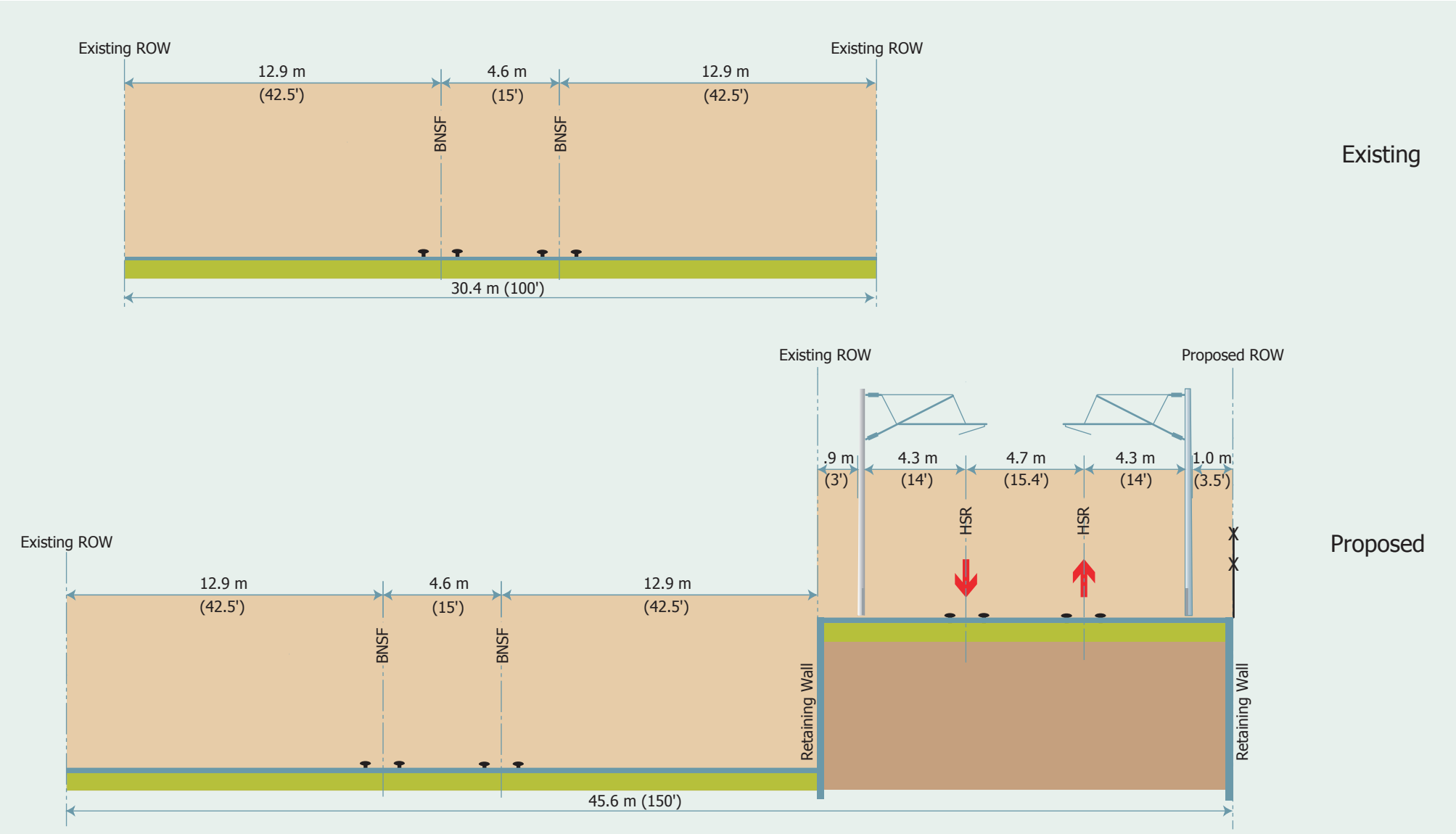


Proposed

California High-Speed Train Program EIR/EIS

**Typical Mainline Highway Underpass
Sacramento to Bakersfield Regional Corridor
CCT/BNSF Alignment**

Figure B.19

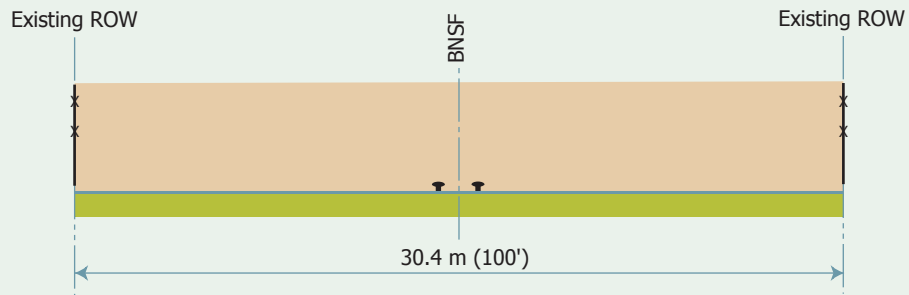


Note: May occur at either side of railroad ROW

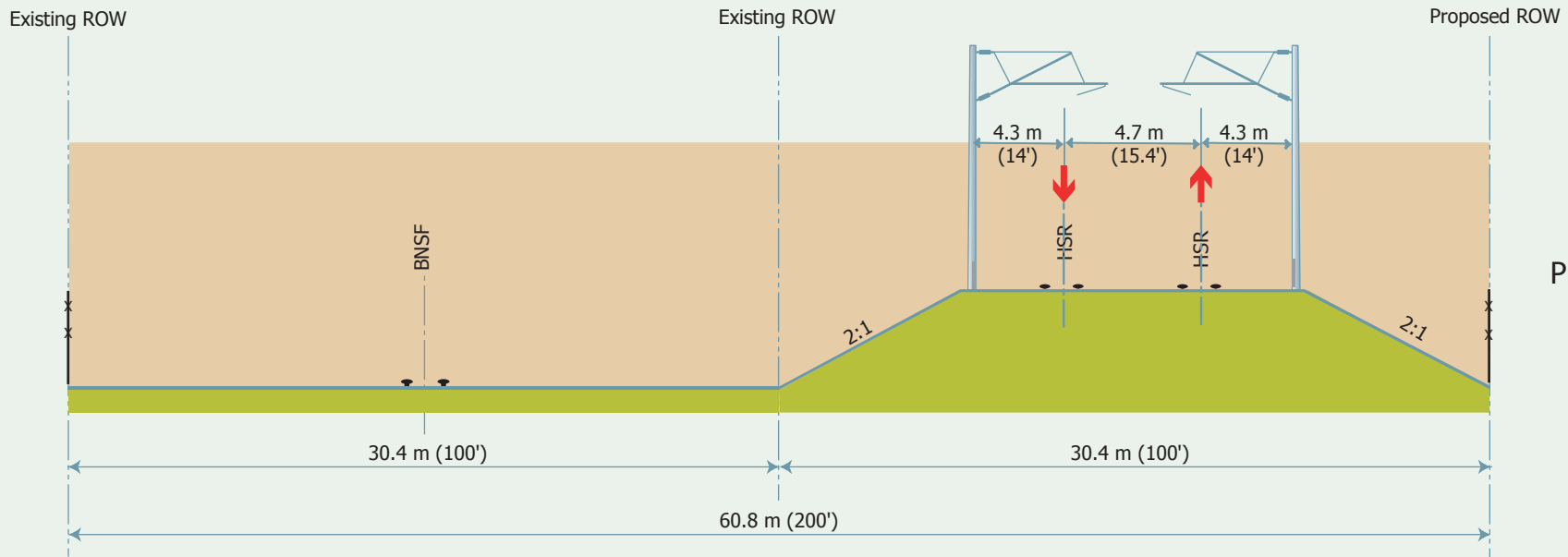
California High-Speed Train Program EIR/EIS

Typical Bridge Approach - Retained Fill
Sacramento to Bakersfield Regional Corridor
BNSF Alignment

Figure B.20



Existing



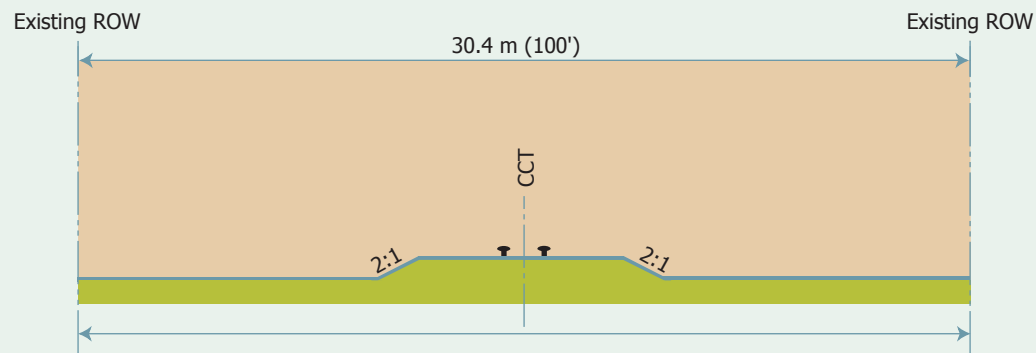
Proposed

Note: May occur at either side of railroad ROW

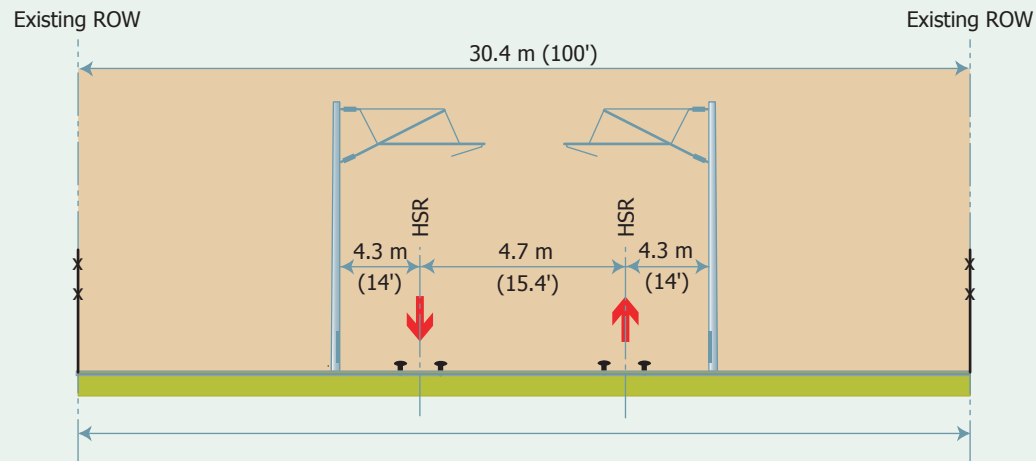
California High-Speed Train Program EIR/EIS

**Typical Bridge Approach - Embankment
Sacramento to Bakersfield Regional Corridor
BNSF Alignment**

Figure B.21



Existing



Proposed

California High-Speed Train Program EIR/EIS

**Typical Mainline Section on Unutilized Railroad ROW
Sacramento to Bakersfield Regional Corridor
CCT/BNSF Alignment**

Figure B.22